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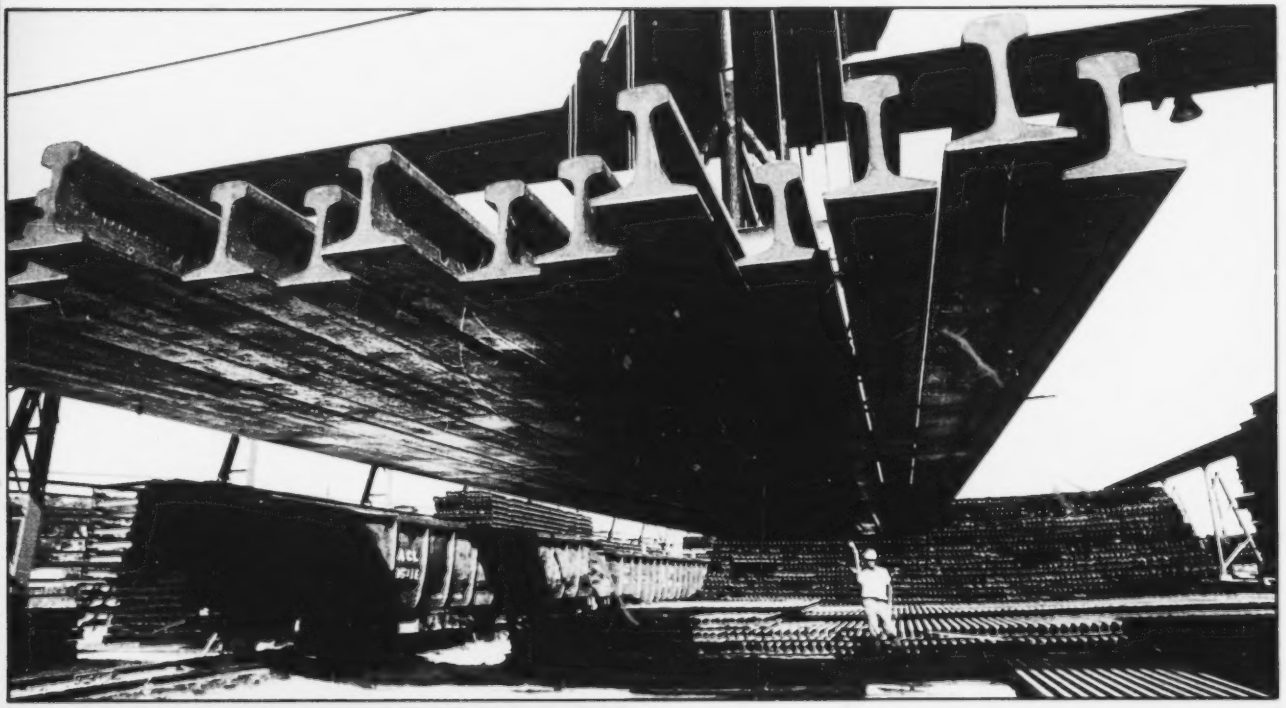
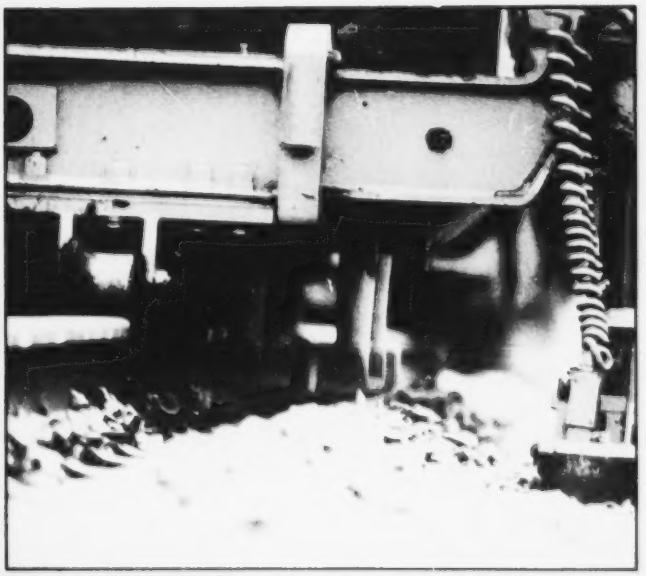
Moving people: Los Angeles gets ready to dig

October 8, 1979

RAILWAY AGE



Southern: Reliable service demands reliable track



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Inside

LUTHER S. MILLER

SOUTHERN'S TRACK RECORD

"A railroad and proud of it" was the headline that *Forbes* magazine placed over a recent article on the Southern Railway— and those six words pretty well sum up the Southern story. Southern is not into the conglomerate scene. As *Railway Age* observed a couple of years ago, this is a railroad "where every activity funnels into a single-minded effort: moving a carload of freight from shipper to consigneee with the greatest efficiency and at the lowest cost that men, machines, and money can devise."

In no other Southern activity has the men/machines/money combination been put to work with more salutary results than in track maintenance.

Southern had men like Bill Brosnan who, earlier than anyone else, recognized the threat that the escalating cost of labor would pose to a well-maintained right of way; as a result, Southern, earlier than anyone else, began to mechanize: when the machines were not available, Southern invented them; and Southern, more than most railroads, has been able to produce the earnings that could be plowed back into the roadway.

As a result of all these things, Southern today has one of the best maintained properties anywhere in the world. "For the last several years," writes Associate Editor John Armstrong in this issue's cover story, "Southern has consistently had the highest expenditure on maintenance of way and structures of any of the 14 largest railroad systems in the United States. Over a four-year period its average was 61 cents per thousand gross ton-miles." One reason the Southern has been able to achieve this distinction goes back to its early decision to mechanize m/w. Southern today invests only about 64 cents in labor for each dollar's worth of track material installed. The industry as a whole, at latest report, was paying about 96 cents in labor per dollar of material.

So Southern's track record is a good one—but, as we suggested at the outset, it's part of a bigger story. Harold Hall, the railroad's new president (succeeding L. Stanley Crane, who has become chairman of the board and chief executive officer), put it into context in these words some time ago: "We are not in business to fix tracks, or repair locomotives, or to run a management committee per se. We are in the transportation business purely and simply to be of service to the shipper."

Or, as the headline over our Southern track story in this issue (p. 24) puts it: "Southern lays a firm foundation for reliable service."

BACK ON THE MASTHEAD: KIZZIA AND MIDDLETON

Effective with this issue, two familiar names reappear on our editorial masthead. Tom Kizzia returns to *Railway Age* as an associate editor in our Washington office, where he will be writing mainly about government, transit, and Amtrak affairs. Tom worked in our New York office following his graduation four years ago from Hampshire College; for the last couple of years he has lived in Homer, Alaska, where he was managing editor of the *Homer News.* His free lance work has appeared in *True* magazine, *Popular Mechanics* and the *Washington Post.*

Our other returnee is William D. Middleton, who is resuming his former relationship with *Railway Age* as a contributing editor. During a recent Navy assignment in Japan, Middleton wrote extensively on Far Eastern railroads for our companion publication, *International Railway Journal.* He has now retired from the Navy, with the rank of commander. His writing credits include a three-volume work on rail electrification.

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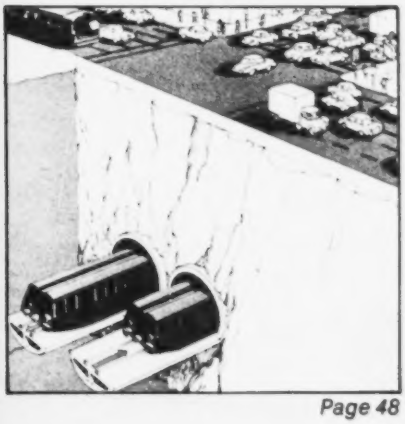

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24 Southern: A firm foundation for reliable service

Chairman L. Stanley Crane and Vice President-Engineering Walter W. Simpson describe the Southern's philosophy and practices in maintaining that part of the railroad where service reliability begins—the track.

34 In Atlanta, REMSA mounts its biggest show ever

Railway Age *previews some of the products that will be exhibited by members of the Railway Engineering-Maintenance Suppliers Association concurrently with the annual meetings of the Roadmasters and Maintenance Way Association of America and the American Railway Bridge and Building Association.*

48 Los Angeles gets ready to dig

Remaining obstacles to construction of an 18-mile subway in the Wilshire corridor are more procedural than substantive, and the Southern California Rapid Transit District expects to have its first trains running within seven years.

52 Amtrak: Year-around savings from recycled heat

By incorporating heat exchangers in the ventilation system of its turboliner maintenance shop at Rensselaer, N.Y., Amtrak is saving both energy and money.

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COVER: Southern's rail yard and welding facility at Atlanta; laying continuous welded rail; tamping the ballast.

REVENUES AND EXPENSES OF RAILWAYS

Second quarter figures of calendar year 1979

(Dollar figures are stated in thousands: i.e., with last three digits omitted)

		Operating revenues				Operating expenses: Maint. of way & structures			Operating expenses: Maint. of equipment					Operating ratio		Income after fixed charges		Net Ry. operating income	Net income	
		Freight	Other	Total 1979	Total 1978	Total 1979	Total 1978	Deprec.	Total 1979	Total 1978	Deprec.	Total 1979	Total 1978	1979	1978	1979	1978		1979	1978
Amtrak	3 mos.	—	102,578	102,578	80,627	16,745	9,451	554	67,292	50,731	9,200	246,320	213,633	240.0	270.0	(2,113)	(4,495)	(143,736)	(2,113)	(4,495)
	6 mos.	—	180,665	180,665	152,627	33,258	24,364	922	129,664	119,422	18,272	479,435	428,365	270.0	280.0	(14,916)	(13,265)	—	(14,916)	(13,265)
Atchison, Topeka & Santa Fe	3 mos.	450,196	11,259	461,455	389,647	81,252	79,566	2,785	95,482	83,210	17,635	408,865	360,078	88.6	92.4	50,820	25,277	40,742	38,696	18,710
	6 mos.	844,596	21,533	866,129	733,980	148,967	139,359	5,528	186,202	160,987	34,874	783,610	687,433	90.5	93.7	77,668	37,926	—	61,259	29,144
Baltimore & Ohio	3 mos.	240,908	10,973	251,881	224,998	44,155	39,825	1,734	59,561	53,370	6,948	224,646	197,218	89.2	78.3	23,265	25,918	26,651	18,860	22,634
	6 mos.	430,224	22,211	452,435	365,243	72,771	64,140	3,483	110,222	100,073	13,702	419,210	362,710	92.7	80.2	28,485	(4,514)	—	23,665	446
Bessemer & Lake Erie	3 mos.	29,806	3,621	33,427	26,026	3,082	3,272	364	6,178	4,431	786	20,037	16,019	59.9	61.6	13,366	10,051	6,908	6,886	5,867
	6 mos.	47,110	4,952	52,062	33,264	5,723	6,685	718	10,374	5,552	1,579	36,894	25,624	70.9	77.0	15,651	7,829	—	8,122	5,736
Boston & Maine	3 mos.	27,023	1,371	28,394	23,429	8,098	4,169	276	7,110	5,984	624	29,760	22,184	104.8	94.7	(861)	1,216	1,306	27,318	1,009
	6 mos.	51,202	2,345	53,547	44,456	13,260	8,682	554	14,860	12,646	1,250	56,213	45,763	105.0	102.9	(1,879)	(1,428)	—	26,097	1,838
Burlington Northern	3 mos.	602,473	18,507	620,980	497,772	124,699	97,695	5,114	138,601	111,806	15,962	563,163	468,192	90.7	94.1	67,573	34,812	58,897	68,626	36,545
	6 mos.	1,079,400	35,803	1,115,208	944,493	207,444	171,823	10,059	260,466	217,848	31,822	1,041,107	890,767	93.4	94.3	99,448	65,454	—	109,018	68,404
Chesapeake & Ohio	3 mos.	199,825	11,225	211,059	190,619	38,741	34,666	1,336	44,341	40,476	5,781	187,926	173,816	89.0	91.2	42,009	37,893	19,953	38,885	31,938
	6 mos.	362,513	20,171	382,684	286,974	64,417	55,884	2,658	90,837	75,089	11,481	359,522	312,233	93.9	108.8	49,021	(33,503)	—	45,699	(15,436)
Chicago & North Western	3 mos.	167,142	19,294	186,436	166,160	35,618	30,625	726	50,574	42,207	4,498	181,779	156,525	97.5	94.2	(176)	5,327	4,653	(213)	5,290
	6 mos.	303,990	36,681	340,672	310,851	73,597	57,506	1,391	105,371	86,177	8,947	368,977	313,624	108.3	100.9	(38,004)	(10,797)	(28,346)	(38,077)	(10,269)
Chicago, Milwaukee, St. Paul & Pac.	3 mos.	103,144	13,743	116,887	116,465	23,730	19,951	1,079	42,193	38,811	4,460	137,985	129,275	118.1	111.0	(15,172)	(9,839)	(21,078)	(15,172)	(9,839)
	6 mos.	185,893	24,533	210,427	214,948	43,997	36,921	2,165	90,975	76,121	9,034	277,497	254,135	131.9	118.2	(59,053)	(33,999)	(67,056)	(59,053)	(33,999)
Chicago, Rock Island & Pacific	3 mos.	94,088	7,526	101,614	98,443	13,901	14,305	726	39,632	29,802	3,512	115,412	98,223	113.6	99.8	(16,237)	(2,217)	(13,803)	(16,237)	(2,211)
	6 mos.	172,047	13,982	186,029	185,092	27,584	26,296	1,453	79,180	58,992	7,028	225,598	191,877	121.3	103.7	(45,016)	(12,277)	(39,573)	(45,016)	(12,277)
Clinchfield	3 mos.	15,222	355	15,577	17,335	3,356	3,032	103	3,187	3,684	1,026	13,316	13,429	85.5	77.5	96	43	2,695	—	—
	6 mos.	29,661	690	30,351	28,275	7,093	6,275	203	6,755	6,695	1,827	27,201	24,792	89.6	87.7	171	113	—	—	—
Colorado & Southern	3 mos.	21,037	520	21,557	15,812	5,393	5,218	55	4,773	4,608	664	22,210	16,960	103.0	107.0	1,846	(66)	190	2,689	(22)
	6 mos.	40,086	901	40,987	28,976	8,878	8,012	107	9,821	8,443	1,328	39,307	29,676	96.0	102.0	8,906	2,706	2,859	10,086	2,725
Conrail	3 mos.	843,057	151,530	994,586	858,927	232,536	224,416	2,568	275,603	280,298	17,627	1,071,911	1,019,654	107.8	118.8	(71,758)	(159,914)	216,658	(71,274)	(159,445)
	6 mos.	1,561,090	292,346	1,853,436	1,564,672	397,729	380,411	5,101	559,788	552,098	33,957	2,071,254	1,944,142	111.8	124.4	(211,512)	(384,815)	—	(210,632)	(383,954)
Delaware & Hudson	3 mos.	24,226	530	24,755	22,866	4,394	3,204	152	8,115	7,484	404	26,418	23,549	106.7	103.0	(1,937)	(1,620)	1,861	(1,937)	(1,620)
	6 mos.	46,460	1,177	47,636	42,617	8,278	6,451	305	15,695	14,574	812	50,820	46,379	106.7	108.8	(4,214)	(5,290)	—	(4,214)	(5,290)
Denver & Rio Grande Western	3 mos.	66,654	1,596	68,249	56,229	12,438	10,741	584	10,473	8,518	2,467	54,867	45,412	80.4	80.8	13,466	10,701	8,287	8,293	6,228
	6 mos.	121,619	2,878	124,497	101,768	23,263	18,725	1,160	19,969	16,077	4,837	103,298	84,912	83.0	83.4	21,727	17,035	—	13,934	10,234
Detroit, Toledo & Ironton	3 mos.	20,435	1,443	21,879	18,724	4,083	2,218	129	5,793	4,791	434	20,313	15,701	92.8	83.9	1,504	2,881	1,577	1,504	2,881
	6 mos.	40,982	3,082	44,064	33,638	6,590	4,583	258	11,407	10,598	862	39,013	32,928	88.5	97.9	4,872	467	5,074	4,872	467
Duluth, Missabe & Iron Range	3 mos.	24,637	1,362	25,999	21,745	6,102	5,903	501	2,836	2,401	589	18,342	17,821	70.0	81.0	7,925	4,215	3,594	3,861	2,163
	6 mos.	40,280	1,987	42,267	37,487	10,776	9,906	867	5,621	4,355	1,314	35,706	32,719	84.0	87.0	7,197	5,260	—	3,241	1,510
Elgin, Joliet & Eastern	3 mos.	23,152	17,793	40,945	33,146	3,623	4,493	179	5,734	4,351	1,095	27,606	24,672	67.4	74.4	14,601	9,018	6,518	7,780	4,619
	6 mos.	41,694	34,972	76,666	59,497	7,724	7,680	356	12,358	9,255	2,185	56,787	48,436	74.1	81.4	22,214	11,923	9,475	11,809	6,068
Florida East Coast	3 mos.	17,932	499	18,431	16,527	4,001	3,801	234	2,300	1,812	796	14,457	12,742	78.4	77.1	26,635	4,758	(1,061)	18,871	3,040
	6 mos.	36,481	927	37,408	33,238	7,996	7,604	469	5,011	4,116	1,563	28,855	25,906	77.1	77.9	32,410	8,576	—	22,796	5,533
Ft. Worth & Denver	3 mos.	22,146	336	22,482	15,577	3,195	3,223	66	6,455	3,956	99	19,285	14,275	86.0	92.0	3,103	1,064	2,444	2,350	1,057
	6 mos.	42,355	840	43,195	29,869	5,588	5,682	131	11,040	7,062	196	34,448	20,595	80.0	89.0	8,815	3,190	—	7,249	3,183

Grand Trunk Western	3 mos.	54,014	4,344	58,358	50,901	7,550	5,460	738	15,340	13,237	1,172	53,394	46,799	91.5	91.9	5,670	4,255	4,989	5,670	4,255
	6 mos.	101,563	6,417	107,980	95,358	13,204	10,807	1,066	30,703	26,596	2,313	105,484	93,226	97.7	97.8	3,442	2,549	2,498	3,442	2,549
Illinois Central Gulf	3 mos.	197,624	17,977	215,601	192,668	41,050	34,027	1,653	56,827	45,486	7,313	213,736	183,609	99.1	95.3	16,497	2,551	(15,773)	16,028	2,200
	6 mos.	365,129	34,139	399,268	365,498	74,640	63,519	3,316	115,720	98,495	14,554	415,127	362,866	104.0	99.3	(7,518)	(6,181)	—	(8,359)	(6,895)
Kansas City Southern	3 mos.	49,399	2,994	52,393	46,835	11,084	8,651	713	11,908	10,684	2,778	46,316	41,092	88.4	87.7	5,874	5,146	5,030	4,787	3,673
	6 mos.	96,427	6,218	102,644	92,421	20,394	16,699	1,259	23,415	20,977	5,626	91,180	81,024	88.8	87.7	10,909	10,221	—	9,026	8,239
Long Island	3 mos.	5,148	70,628	75,777	35,817	20,837	15,657	839	18,077	14,995	1,323	83,995	70,009	110.8	195.5	(8,549)	(34,298)	7,178	(8,549)	(34,298)
	6 mos.	9,798	136,333	146,131	68,912	38,031	30,290	1,678	35,442	29,727	2,634	161,671	138,494	110.6	201.0	(16,053)	(69,759)	—	(16,053)	(69,759)
Louisville & Nashville	3 mos.	237,071	6,189	243,260	215,583	41,630	32,468	1,615	60,744	58,651	9,864	225,343	201,820	92.6	93.6	10,080	4,334	17,801	8,939	1,998
	6 mos.	451,244	13,069	464,313	399,478	78,943	60,983	3,082	124,743	118,144	19,743	446,103	397,803	96.1	99.6	(720)	(19,396)	—	(2,026)	(21,655)
Missouri-Kansas-Texas	3 mos.	36,895	1,692	38,587	35,498	7,597	6,154	272	12,048	10,336	566	39,641	34,108	102.7	96.0	(2,544)	218	2,739	206	1,468
	6 mos.	71,857	3,240	75,097	66,748	15,436	12,009	543	22,057	19,353	1,082	76,534	65,639	101.9	98.3	(4,552)	(445)	—	(367)	2,455
Missouri Pacific	3 mos.	344,411	11,337	355,747	306,594	60,454	48,518	2,391	79,467	70,289	12,751	306,685	258,558	86.2	84.3	43,402	43,623	38,839	30,843	29,974
	6 mos.	657,832	22,070	679,902	579,409	110,933	90,942	4,734	155,993	134,869	25,334	590,901	499,948	86.9	86.3	76,289	68,608	70,709	53,298	46,379
Norfolk & Western	3 mos.	361,152	12,582	373,734	351,738	59,900	51,500	3,136	67,359	54,331	15,389	290,070	253,280	77.6	72.0	88,614	98,069	50,877	54,605	68,569
	6 mos.	672,590	25,073	697,663	553,964	100,554	81,188	6,254	125,864	112,731	30,771	545,515	465,833	78.2	84.1	156,391	79,168	—	100,762	55,905
Pittsburgh & Lake Erie	3 mos.	18,237	1,724	19,961	16,952	2,865	2,701	190	2,210	314	2,055	15,260	11,651	76.4	68.7	4,231	4,119	3,400	2,932	2,785
	6 mos.	31,652	3,570	35,222	26,987	5,525	5,199	380	4,794	2,298	4,114	29,791	24,431	84.6	90.5	4,922	(144)	4,224	3,729	871
St. Louis-San Francisco	3 mos.	107,512	3,621	111,133	104,221	19,970	19,055	816	23,727	21,296	3,579	100,393	90,804	90.3	87.1	7,269	9,177	9,662	5,831	6,714
	6 mos.	205,443	6,816	212,259	193,467	36,398	33,510	1,633	48,087	40,549	7,175	194,668	172,210	91.7	89.0	10,210	13,753	—	7,970	12,864
St. Louis Southwestern	3 mos.	67,468	581	68,049	59,229	10,803	10,965	334	11,925	10,420	5,484	56,129	49,602	82.3	83.7	13,610	9,836	10,943	12,531	8,141
	6 mos.	129,003	1,206	130,210	113,648	20,859	20,419	662	21,453	19,855	10,795	105,358	95,971	80.9	84.4	27,077	17,157	—	25,576	13,831
Seaboard Coast Line	3 mos.	249,925	8,413	258,338	232,155	45,737	34,809	1,911	60,927	53,910	7,738	232,624	203,831	90.0	87.8	36,397	31,965	26,585	37,185	31,890
	6 mos.	488,710	16,528	505,239	451,972	87,398	65,953	3,805	118,926	110,458	15,368	452,199	400,423	89.5	88.6	56,878	31,237	—	57,595	33,033
Soo Line	3 mos.	68,291	1,655	69,946	61,229	14,179	13,044	307	14,839	12,150	1,775	61,107	53,027	87.4	86.6	8,708	8,109	7,868	5,684	5,083
	6 mos.	125,609	2,808	128,417	116,100	23,624	20,619	609	28,608	23,631	3,554	116,273	99,164	90.5	85.4	12,667	16,205	—	7,829	10,256
Southern	3 mos.	356,551	9,613	366,164	335,674	70,066	60,818	4,739	65,564	57,979	16,584	293,944	264,030	80.3	78.7	65,258	64,473	108,351	50,758	44,312
	6 mos.	684,383	19,493	703,876	615,338	131,088	103,289	8,756	129,992	111,016	32,806	570,555	493,602	81.1	80.2	114,058	105,402	—	86,594	73,121
Southern Pacific	3 mos.	484,016	12,464	496,480	428,463	70,888	67,336	4,850	131,292	120,032	18,582	458,032	413,485	92.3	96.5	43,422	19,798	46,929	37,967	15,316
	6 mos.	915,349	22,911	938,260	822,560	138,671	132,353	9,428	251,348	227,061	35,492	882,601	802,896	94.1	97.6	65,945	27,479	—	60,008	22,478
Union Pacific	3 mos.	431,958	7,091	439,049	380,188	79,314	68,481	2,595	78,757	69,252	20,789	371,879	322,707	84.7	84.9	57,691	49,576	99,378	42,116	33,878
	6 mos.	825,787	14,104	839,891	735,222	136,976	116,342	5,165	157,276	129,960	40,890	707,275	609,772	84.2	82.9	114,354	106,479	—	81,150	71,811
Western Maryland	3 mos.	19,367	1,188	20,555	20,766	3,580	3,522	122	2,388	2,458	1,262	15,725	15,370	76.5	74.0	4,475	5,059	4,920	3,397	3,774
	6 mos.	34,504	3,082	37,586	31,174	6,345	5,694	244	5,969	5,545	2,399	30,787	28,887	81.9	92.7	7,030	2,081	—	5,136	1,559
Western Pacific*	3 mos.	41,235	973	42,208	—	5,691	—	77	11,191	—	1,639	41,484	—	98.3	—	1,056	—	618	890	—

*This is the initial report of the respondent who purchased the assets and business of WPR and its subsidiaries as of April 1, 1979.

Market

CARLOADINGS

Loadings of revenue freight in the week ended Sept. 15 totaled 485,261 cars, according to the Association of American Railroads. This was a decrease of 6,052 cars, or 1.2%, compared with the corresponding week last year. Ton-miles generated by carloadings in the week ended Sept. 15 are estimated at 17.9 billion, an increase of 2.2% above the corresponding week of 1978.

REVENUE FREIGHT CARLOADINGS

Commodity	Sept. 15 week	Sept. 8 week
Grain	29,064	25,491
Farm products	3,322	2,793
Metallic ores	41,947	38,784
Coal	115,456	99,505
Crushed stone, gravel & sand	17,889	16,124
Nonmetallic minerals	17,976	15,758
Grain mill products	17,357	14,921
Food and kindred products	18,965	16,364
Primary forest products	21,104	17,531
Lumber & wood products (except furniture)	12,056	9,579
Pulp, paper & allied products	20,450	18,642
Chemicals & allied products	28,721	25,753
Petroleum products	6,101	5,842
Stone, clay & glass products	19,283	16,328
Coke	6,276	6,514
Metals & products	18,124	17,236
Motor vehicles & equipment	20,325	16,975
Waste & scrap materials	13,732	11,205
Forwarder & shipper assn. traffic	12,296	10,482
All other carloads	44,539	37,215
LCL traffic	278	393
Total cars loaded	**485,261**	**423,435**

Cumulative total,	1979	1978
37 weeks	16,947,035	16,345,066
Estimated revenue ton-miles (billions) 37 weeks	634.3	599.8

PIGGYBACK LOADINGS

U.S. piggyback loadings for the week ended Sept. 8 totaled 30,307 cars (6.5% below the corresponding 1978 week) and 52,819 trailers or containers (down 6.2% from 1978). Cumulative volume for the first 36 weeks of 1979 is 1,284,042 cars (up 1.9% from 1978) and 2,266,218 trailers or containers (up 4.1% from 1978).

CANADIAN CARLOADINGS

Canadian railway revenue freight loaded in the seven-day period ended Sept. 7 totaled 4.96 million tons (up 1.5% from 1978). Cars loaded totaled 71,322 (up 0.1% from 1978). Cumulative loadings for 1979 were up to 176.2 million tons (up 11.3% from 1978).

● *Amtrak.*—Capital budget authorizations for the next three fiscal years are: $203 million, 1980; $244 million, 1981; and $254 million, 1982. The bulk of the money, which is to be provided by the federal government, is expected to be spent for new cars.

● *Baltimore/Miami.*—A contract has been awarded to Westinghouse Electric for the supply of solid-state chopper controls, motors, gear, and car-carried train control equipment for 192 rapid transit cars that the Budd Co. is building for service on new transit systems now under construction in Baltimore and Miami.

● *CN Rail.*—Will purchase 1,000 additional grain hopper cars at an estimated cost in excess of $40 million.

● *Chicago Regional Transportation Authority.*—Ordered six jet snowblowers from Portec at a cost of $623,000. Each of RTA's five commuter roads will get one snowblower; the remaining machine will be assigned to Union Station.

● *Conrail.*—Is spending $4.4 million to upgrade three yards in the Harrisburg, Pa., area. The program includes $2.85 million for rail, crosstie, and surfacing work at Enola Yard; almost $1 million for crosstie and surfacing work at Rutherford Yard; and more than $600,000 for rail, crosstie, and surfacing work at Harrisburg Yard.

● *Greater Cleveland Regional Transit Authority.*—Plans to put out specifications late in October for 60 rapid transit cars that will replace existing cars on its Windermere-Airport line. The Urban Mass Transportation Administration has now awarded two grants to GCRTA toward paying the federal share of the cars, and is expected to issue a final grant in 1980.

● *Southeastern Pennsylvania Transportation Authority.*—A contract has been awarded to Safety Electrical Equipment Corp. to provide air conditioning and temperature controls, motor alternators and controls, and low-voltage power supplies on 141 light rail cars being built for SEPTA by Kawasaki Heavy Industries of Japan. Two complete systems are to be shipped to Kobe, Japan, early in 1980 for installation on two pilot cars. The remaining 139 cars will be assembled by Boeing Vertol under subcontract from Kawasaki.

● *New Zealand Railways.*—Ordered 10 meter-gauge, 1,500-hp GL22MC locomotives from the Diesel Division, General Motors of Canada, for delivery in third-quarter 1980. Twenty similar units were delivered to New Zealand earlier this year.